



## Caltrans Planning Horizons

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# TOWARD AN ACTIVE CALIFORNIA

STATE BICYCLE+PEDESTRIAN PLAN



# Background

- Develop the First Active Transportation Modal Plan
- Identified in the 2012 Caltrans Program Review and the Complete Streets Action Plan
- Strategic Management Plan Goal – Triple Bicycle, Double Pedestrian, and Double Transit
- Support active transportation

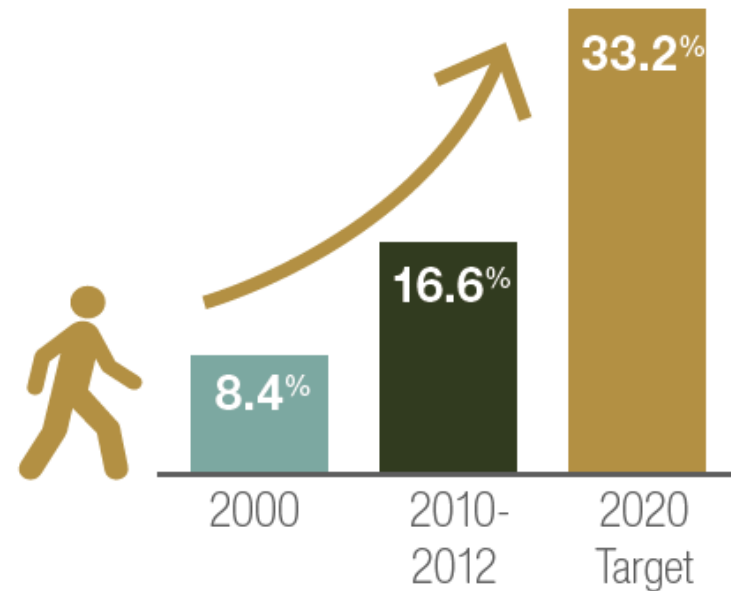
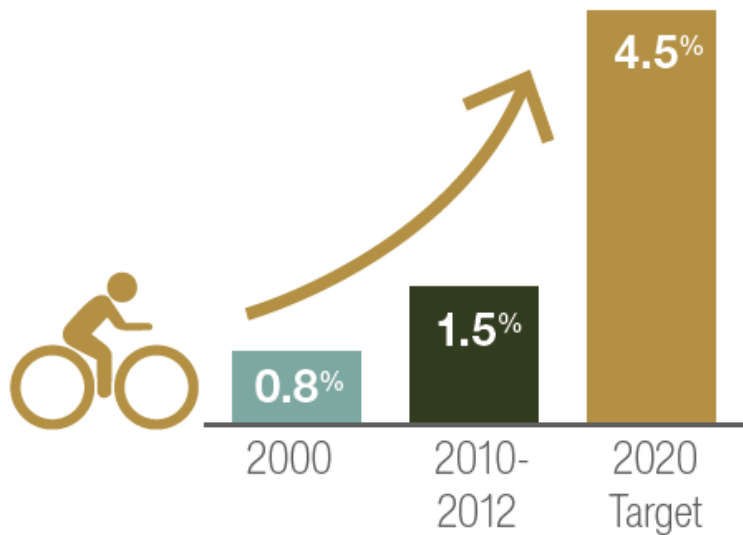


# Plan Objective

Develop a visionary and comprehensive **policy plan** to support active modes of transportation and create a framework to increase safe bicycling and walking



# Active Transportation Targets for 2020



# Active Transportation Benefits

## IF CALIFORNIA MEETS ITS 2020 TARGETS FOR WALKING AND BICYCLING



**26**  
MILLION

*more California residents could meet  
the CDC's recommended  
hours of physical activity*



**\$1**  
BILLION

*saved in healthcare costs per year*



**2.4**  
MILLION

*pounds less CO2 emissions per  
year and **\$830 million** savings in  
congestion, collision, and vehicle  
maintenance and operations costs\**



# New Opportunities

This plan is released concurrent with major new funding directed to active transportation from Senate Bill 1, the Road Repair and Accountability Act of 2017. This legislation provides an additional \$1 billion for investments over the next decade.



# Focus of the Plan

- Caltrans and Local Agencies plan to improve:
  - non-motorized transportation facilities on the State system
  - connectivity with transit, passenger and high speed rail, and local and regional networks
- Will not replace existing policies and plans at the local and regional levels, but will complement these efforts.
- A policy plan, not a list of projects.





# Guidance and Outreach

- Policy Advisory Committee (6)
- Technical Advisory Committee (6)
- Focus Groups (11)
- Regional Forums (10)
- Informational Meetings and Webinars (2)
- Online Surveys and Questionnaires (2)
- Public Review of Draft Plan
- Project Website



# Steering Committees

## ONGOING



6 TO 8  
MEMBERS



### POLICY ADVISORY COMMITTEE

Composed of Caltrans executive leadership and the California State Transportation Agency

Meet throughout the planning process

Provided oversight and strategic guidance on policy language as well as general direction of the plan



ABOUT 50  
MEMBERS



### TECHNICAL ADVISORY COMMITTEE

Members represent most Caltrans headquarters divisions; all 12 districts; bicycling and walking advocacy groups; cities, counties, transit agencies, metropolitan planning organizations, and rural transportation planning agencies; and partners including the California Highway Patrol, Department of Motor Vehicles, California Transportation Commission, Office of Traffic Safety, and the Department of Public Health

Met six times during the planning process

Reviewed public input, develop recommendations, and provided feedback on Plan drafts



# Public Outreach

**PHASE 1: Gathered information on challenges, opportunities, and priorities to help identify objectives and strategies**



10  
FORUMS

## REGIONAL FORUMS

Spring 2016 forums included approximately 300 participants at the following locations: Redding, Oakland, Fresno, Riverside, San Diego, San Luis Obispo, Los Angeles, Folsom, Bishop, and Eureka

Forums were divided into morning and afternoon sessions – morning **Agency Roundtables** and afternoon **Public Open Houses**



**Agency Roundtables** engaged city, county, or Caltrans District staff in a discussion of opportunities and challenges for implementing active transportation projects



**Public Open Houses** engaged members of the public to identify draft strategies and action items



MORE THAN 3,200  
RESPONDENTS

## ONLINE SURVEY

Survey open from October 2015 - July 2016

Offered in Spanish and English

Gathered information on current transportation habits, improvement priorities, and needs and preferences related to bicycling and walking facilities



11  
FOCUS GROUPS

## STAKEHOLDER FOCUS GROUPS

Convened focus groups with over 120 participants throughout the state in Eureka, Redding, Yuba City, Oakland, Salinas, Modesto, Bakersfield, Coachella, Paramount, Santa Ana, and Logan Heights (a neighborhood of San Diego)

Conducted in both English and Spanish

Targeted outreach to gather feedback from disadvantaged and hard-to-reach communities that rely on active transportation

**PHASE 2: Sought input and feedback on draft objectives and strategies**



2  
WORKSHOPS

## PUBLIC WORKSHOPS

Held two workshops with more than 200 participants, one in the Bay Area and one in Southern California

Participants were also able to participate in either session online via webinar

Held in October 2016

Gathered feedback on draft objectives and strategies



3  
SESSIONS

## TRIBAL LISTENING SESSIONS

Three sessions held: Palm Springs, Woodland, and Trinidad

Sessions held in October and November 2016

Gathered input from California Native American Tribes about critical bicycle and pedestrian issues, concerns, and priorities in tribal communities



MORE THAN 1,000  
RESPONDENTS

## QUESTIONNAIRE

Questionnaire open from October 2016 through November 2016

Gathered feedback on draft strategies



**Toward an Active California:  
California State Bicycle and Pedestrian Plan**

# Vision

*By 2040, people in California of all ages, abilities, and incomes can safely, conveniently, and comfortably walk and bicycle for their transportation needs.*



# Plan Objectives



**Safety.** Reduce the number, rate, and severity of bicycle and pedestrian involved collisions



**Mobility.** Increase walking and bicycling in California



**Preservation.** Maintain a high quality active transportation system



**Social Equity.** Invest resources in communities that are most dependent on active transportation and transit





# Safety Strategies

- **Education:** Provide consistent, accessible, and universal education about the rights and responsibilities of all roadway users
- **Safer Streets & Crossings:** Prioritize safety of vulnerable users in roadway design and operations
- **Safety Data:** Invest in the quality, completeness, timeliness, and availability of data on bicycle and pedestrian collisions
- **Enforcement:** Focus state and local enforcement of safety laws on highest risk behaviors by all road users





# Mobility Strategies

- **Connected & Comfortable Networks:** Develop local and regional networks of high-quality bicycle and pedestrian facilities for all ages and abilities
- **Multimodal Access:** Integrate bicycle and pedestrian needs in planning and design of multimodal transportation systems and services
- **Efficient Land Use & Development:** Support regional and state efforts to integrate land use and transportation planning to maximize the effectiveness of active transportation investments
- **Network & Travel Data:** Develop consistent, high-quality data on bicycle and pedestrian travel and facilities
- **Statewide Trails:** Support low-stress or physically separated bicycle and trail routes of statewide significance for tourism, recreation, and utilitarian transportation
- **Encouragement:** Promote bicycling and walking for everyday transportation, recreation, improved health, and active living





# Preservation Strategies

- **Quality of Condition:** Establish and meet an expected quality of condition for bicycle and pedestrian infrastructure.
- **Program Integration:** Pursue internal and external partnerships to address bicycle and pedestrian needs in maintenance and preservation activities.







# Social Equity Strategies

- **Community Support:** Strengthen engagement with disadvantaged communities by proactively seeking input on needs and providing technical guidance.
- **Equity Lens:** Address social equity when implementing all strategies from this plan.
- **Access to Funding:** Ensure that disadvantaged communities have the opportunity to participate in active transportation funding programs.



# Implementation Partners

- State Agencies (DMV, CHP, High-Speed Rail, Public Health, etc.)
- Cities and Counties
- Metropolitan Planning Organizations and Regional Transportation Planning Agencies
- Local and Regional Transit Providers
- Caltrans Divisions and Districts



# Plan Implementation Steps

- Infrastructure
- Education and Training
- Planning
- Data
- Staff



# Caltrans Implementation Lead

- Oversight of Plan implementation to be handled by Division of Transportation's *Office of Smart Mobility and Climate Change*.
- Implementation Support will be provided by:
  - Headquarters' Sustainability Division
  - Active Transportation and Livable Communities Group
  - Complete Streets Technical Advisory Committee

## Bicycle Boxes

Tiburon Boulevard (SR-131) and  
Blackfield Drive/Greenwood Cove Drive  
Tiburon, CA



# Local and Regional Plans



East Campbell Avenue Portals Project  
Highway 17 undercrossing  
Campbell, CA

Strategy	Action Item
Safer Streets and Crossings	S1.1 Develop equity focused plans at the regional or district level to proactively identify opportunities for safer highway crossings, including addressing personal safety
Community Support	E1.1 Proactively identify disadvantaged communities without active transportation and help them develop plans



# District Plans



Strategy	Action Item
Connected and Comfortable Networks	M1.1 Develop District-level plans to identify bicycle and pedestrian needs and priority projects on or parallel to the state highway system, with a focus on closing gaps and building complete, comfortable networks that consider the context.

# Plan Website



[cabikepedplan.org](http://cabikepedplan.org)



Toward an Active California:  
California State Bicycle and Pedestrian Plan

# Thank you!

